
Document:23 V.S.A. § 4202

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Current through all acts of the Regular and Adjourned Sessions of the 2023-2024 Vermont General Assembly

[Vermont Statutes Annotated](#) [Title 23 Motor Vehicles \(Chs. 1 – 41\)](#) [Chapter 41. Automated Vehicle Testing \(§§ 4201 – 4203\)](#)

§ 4202. Definitions

As used in this chapter:

- (1) "Automated driving system" means the hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis within its operational design domain, if any, including achieving a minimal risk condition, without any intervention or supervision by a conventional human driver, where applicable.
- (2) "Automated vehicle" means a motor vehicle that is equipped with an automated driving system.
- (3) "Automated vehicle tester" or "tester" means an individual, company, public agency, or other organization that is testing automated vehicles on public highways in this State pursuant to this chapter including an automated vehicle manufacturer, municipal or State agency, institution of higher education, fleet service provider, or automotive equipment or technology provider.
- (4) "Conventional human driver" means an individual who manually engages in-vehicle braking, accelerating, steering, and transmission gear selection input devices in order to operate a vehicle.
- (5) "Dynamic driving task" means all the real-time operational and tactical functions required to operate a vehicle in on-road traffic within its specific operational design domain, if any, excluding the strategic functions such as trip scheduling and selection of destinations and waypoints.
- (6) "Highly automated vehicle" means a vehicle equipped with an automated driving system capable of performing all aspects of the dynamic driving task within its operational design

domain, if any, including achieving a minimal risk condition, without any intervention or supervision by a conventional human driver.

(7) “Manufacturer” means an individual or company that designs, produces, or constructs vehicles or equipment. Manufacturers include original equipment manufacturers (OEMs), multiple and final stage manufacturers, individuals or companies making changes to a completed vehicle before first retail sale or deployment (upfitters), and modifiers (individuals or companies making changes to existing vehicles after first retail sale or deployment).

(8) “Minimal risk condition” means a condition in which an automated vehicle operating without a human driver, upon experiencing a failure of its automated driving system that renders the automated vehicle unable to perform the dynamic driving task, achieves a reasonably safe state that may include bringing the automated vehicle to a complete stop.

(9) “Operational design domain” means a description of the specific domain or domains in which an automated driving system is designed to properly operate, including types of roadways, ranges of speed, weather, time of day, and environmental conditions.

(10) “Operator” means an individual employed by or under contract with an automated vehicle tester who has successfully completed the tester’s training on safe driving and the capabilities and limitations of the automated vehicle and automated driving system, can take immediate manual or remote control of the automated vehicle being tested, is 21 years of age or older, and holds an operator’s **license** for the class of vehicle being tested.

(11) “Public highway” means a State or municipal highway as defined in 19 V.S.A. § 1(12).

History

Added 2019, No. 60, § 16.

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